

PACIFIC FRUIT EXPRESS COMPANY

March News Letter

PACIFIC FRUIT EXPRESS CO.
SACRAMENTO CALIF.

San Francisco, March 23, 1955

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	1955			1954		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
February	25,029	1,188	26,217	28,090	2,175	30,265
Jan.-Feb.	50,569	2,985	53,554	57,669	4,271	61,940

Forecasts indicate continuing losses (comparative with 1954) for the months March through July.

Car Situation:

Situation on contract lines is satisfactory with adequate supplies in all principal loading sections and prospects for ample cars in west tide to protect indicated loading through March. Surplus PFE cars developing in the east beyond tide requirements are being directed to foreign lines loading in Florida, Maine, and Minnesota at rate of 90 to 100 daily.

Crop Conditions - Western Territory

Oregon: There is a consistent movement of frozen foods, nursery stock, and canned goods from Willamette Valley. Potato loading from Klamath Basin is in its seasonal decline and shipments of pears from the small storage supplies at Medford are light though steady.

Northern and Central Calif.: Canned goods and frozen foods shipments from Sacramento and the Bay Area have been much lighter than movement of last year. Miscellaneous vegetables from Salinas District are picking up and should maintain a fair volume through the month. Porterville citrus is declining seasonally but shipments will continue into April.

Southern California District: Lettuce and carrots from Imperial and Yuma Valleys are at the peak of production. Tomatoes along West Coast of Mexico are responding to more favorable weather and shipments should increase. Citrus and miscellaneous vegetables in Colton, Los Angeles, and Guadalupe areas are picking up and should maintain good volume through the month. Altogether, however, the production has been and will continue to be below expectations due to cold weather.

Crop Conditions Along Union Pacific

Utah-Idaho: Potato loading has responded well to moderating weather

March News Letter

San Francisco, March 23, 1955

ALL T. F. EMPLOYEES:

L. F. E. Lumber

1955		1954	
February	Total	February	Total
25,029	1,188,424.27	20,090	2,217,304.25
50,569	1,298,23.24	27,309	2,112.71

The above indicates continuing losses comparative with 1954 for the month, March through July.

Log Situation:

Log situation on contract lines is satisfactory with adequate supplies in principal logging sections and prospects for a year in west to protect indicated logging through March. Logging operations in the east being to be resumed are being dispersed to forest lines, logging in Idaho, Idaho, and Minnesota at rates of 90 to 100 daily.

Log Conditions - Western Territory

Oregon: There is a constant movement of frozen logs today, primarily from the coast roads from Willamette Valley. Potatoes loading from the coast are being shipped to the coast and movement of logs from the coast is being shipped to the coast.

Washington and Central Gulf: Canned goods and frozen foods shipments from the coast and the Bay Area have been much lighter than movement of last year. Miscellaneous vegetable shipments from the coast are being shipped to the coast and movement of logs from the coast is being shipped to the coast.

California: Potatoes are being shipped from the coast and the Bay Area have been much lighter than movement of last year. Miscellaneous vegetable shipments from the coast are being shipped to the coast and movement of logs from the coast is being shipped to the coast.

Log Conditions - Eastern Pacific

Idaho: Potatoes are being shipped from the coast and the Bay Area have been much lighter than movement of last year. Miscellaneous vegetable shipments from the coast are being shipped to the coast and movement of logs from the coast is being shipped to the coast.

in Idaho with shipments the past week averaging around 225 daily. With an estimated 16,000 to 17,000 carloads in storages as of March 1st, heavy loadings could continue through March and well into April. Onion movement has improved since first of the month and if shipments continue at present volume, the 600 to 700 cars in storage will be moved by mid-April.

Northwestern District: Pear shipments will continue at seasonal level of a few cars daily. Apples are moving at rate of 20 daily and should maintain this volume through the month. Miscellaneous commodities consisting of beer, frozen foods, and canned goods will continue at usual volume of 17 to 20 daily.

Eastern District: Nebraska potatoes, which had been moving at rate of four cars per day, have picked up some and should move at a higher level through March as shippers endeavor to minimize storage loss.

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Mr. James F. Jones has been appointed Engineer Car Refrigeration, with headquarters in San Francisco. He will conduct engineering studies and tests pertaining to car refrigeration and heating, train personnel in handling mechanical refrigerators, and related duties.

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Christmas in the Chicago Office

Mrs. Catherine Mikulecky of our Chicago office, and 1954 President of P.F.E. Lodge #987, B. of R.C., reports on the 1954 Christmas party staged by this local. That it was an outstanding event I can vouch for, having had the privilege of participating.

A wonderful turkey dinner was served to some 200 in attendance, topped off with home-made cookies made by Catherine Mikulecky, Leota Vardeman, and Millie Lehman.

A three-piece orchestra furnished music for dancing, and this event provided a grand opportunity for these folks to get together outside of office hours.

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Special recognition is due the Stores Department at Nampa, Idaho -- a 4-time safety winner. This department has not had an accident since January 20, 1950, and during this period has worked 1,320,000 accident-free man-hours. With close attention to safety, they will "come through" again in 1955 and we feel this should be the occasion of something special and outstanding in the way of a celebration. Furthermore, it is rumored the Governor of the State of Idaho is considering an award for industries completing one million accident-free man-hours, and our Nampa Store Department seems to be

in Idaho with shipments the past week averaging around 225 daily. With an estimated 15,000 to 17,000 carloads in storage as of March 1st, heavy loadings could continue through March and well into April. Onion movement has improved since first of the month and all shipments continue at present volume, the 600 to 700 cars in storage will be moved by mid-April.

Northwestern District: Peak shipments will continue at seasonal level of a few cars daily. Apples are moving at rate of 20 daily and should maintain this volume through the month. Miscellaneous commodities consisting of peas, frozen foods, and canned goods will continue at normal volume of 17 to 20 daily.

Eastern District: Nebraska potatoes, which had been moving at rate of four cars per day, have picked up some and should move at a higher level through March as shippers endeavor to minimize storage losses.

Mr. James E. Jones has been appointed Engineer in Charge of Refrigeration, with headquarters in San Francisco. He will conduct engineering studies and tests pertaining to cold refrigeration and heating, train personnel in handling mechanical refrigerators, and related duties.

Christmas in the Chicago Office

Mrs. Catherine Mikulecky of our Chicago office, and 1951 President of P. E. Lodge #367, P. of R. G., reports on the 1951 Christmas party staged by this local. That it was an outstanding event I can vouch for, having had the privilege of participating.

A magnificent turkey dinner was served to some 200 in attendance, topped off with home-made cookies made by Catherine Mikulecky, Leeta Vardeman, and Millie Lehman.

A three-piece orchestra furnished music for dancing, and this event provided a grand opportunity for these folks to get together outside of office hours.

Special recognition is due the Stores Department at Nampa, Idaho -- a 4-time safety winner. This department has not had an accident since January 20, 1950, and during this period has worked 1,380,000 accident-free man-hours. With close attention to safety they will "come through" again in 1952 and we feel this should be the occasion of something special and outstanding in the way of a celebration. Furthermore, it is rumored the Governor of the State of Idaho is considering an award for industries completing one million accident-free man-hours, and our Nampa Store Department seems to be

in the Number One spot for this recognition.

Our Refrigeration Department also established an outstanding safety record in 1954. Of 7 ice plants along Union Pacific lines, 6 won safety awards, and of 10 plants on Southern Pacific lines, 7 won awards. That performance required that the men all down the line keep safety in mind constantly as they went about their work -- often hazardous and under severe weather conditions. It shows what can be done. We hope you will do even better this year.

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It's Your Safety Program

We have just completed presentation of Safety Awards to the winners for the year 1954. That has been a grand experience for those departments that managed to make the grade, but there was disappointment in some areas over failure to win -- sometimes by an extremely narrow margin. Naturally, it is fine to receive an award; it is concrete evidence of accomplishment, and a spur toward further effort.

But in our enthusiasm for the award, let's not overlook the real gain made, and the real beneficiaries of this program. The fact that a department's record may be marred and the award missed thereby is regrettable, but the improvement in our safety record at every single point is so great and the benefits to the individual employee and his family are so important as to overshadow, on reflection, any public award. For example, in 1946, the year before the present program was undertaken, PFE employees sustained 641 accidents. Last year, 1954, we employees had 41 -- a clear saving of 600 accidents. And perhaps one of them would have happened to you or me. So you see, you and I, personally and individually (and let's not forget our families) are the real beneficiaries of this accident-free endeavor. The above comparison shows that 600 of us in 1954 benefited directly.

Stated another way, in 1946 your chances of sustaining an accident were almost 16 times greater than they were last year.

I for one will not be satisfied until the comparison is 641 in 1946 vs. 000 in 1954?.

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Some difficulties have been experienced with blower fuses on the new Preco electric fan installations. The Car Department is following a program of replacing these fuses at the alternators with circuit breakers which will open the circuit when speeds reach the point of electrical overload, and close them again when normal speeds are resumed. This should correct practically all these past difficulties. If failures of circuit-breaker equipped cars are found, Mr. Torburn should be advised with car number, etc.

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in the Western One space for this presentation.

Our Refrigration Department also established an outstanding record in 1954. Of 7 ice plants along Union Pacific lines, 4 won safety awards, and of 10 plants on Southern Pacific lines, 7 won awards. That performance required that the men all down the line keep safety in mind constantly as they went about their work. Often the hardest and under severe weather conditions. It shows what can be done. We hope you will do even better this year.

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Stated another way, in 1954 your chances of sustaining an accident were almost 16 times greater than they were last year.

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Lading strap anchors are to be applied experimentally to 10 of the mechanical cars now under construction, at an estimated cost of \$250.00 per car. These will be the last 10 to come out of the shop -- PFEs 300328 to 300337, inclusive. Our people in the field will want to be on the lookout for these cars and be prepared to report on their value to the shipping trade.

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Our people calling on the trade will be interested in changes in car structures, either adopted recently or installed on trial basis. For example -

A new design wood floor rack changes the slats from 1-1/8" x 4" to 1-3/8" x 3-5/8" and reduces the space between slats from 1-1/16" to 1/2". The space between ends of slats and side wall is reduced from 1-1/2" to 1". Height of the floor racks remains the same.

This change is expected to reduce damage to cartons while maintaining air circulation under the load.

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New floor slats in mechanical cars are 3/8" x 2-1/4" hardwood. Slats are spaced 3/4" apart and laid longitudinally from doorway to end of car, and transversely in the doorway area, and are nailed directly on car floor.

This change is likewise intended to reduce carton damage. In these mechanical cars, air circulation is, of course, provided under the load-bearing floor.

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Cars with 6-ft. doorways, using combination 4-ft. and 2-ft. door:

PFE	8625	}	Superior Car Door Co.
"	9300		
PFE	9160	}	Camel Sales Co. (Youngstown door)
"	9974		
PFE	41010		W. H. Miner, Inc.

These are variations of the same general door idea -- one small door the equivalent of half of the old-style 4-ft. swinging type, and one 4-ft. section. All five cars are trial installations.

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We would be glad to have you report through your superiors any comments made by shippers and receivers.

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K. V. PLUMMER

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PRR	8625	Superior Car Door Co.
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PRR	9160	General Sales Co. (Youngstown door)
"	9074	

PRR 41010 W. H. Miner, Inc.

These are variations of the same General door idea -- one small door, the equivalent of half of the old-style 4-ft. swinging type, and one 4-ft. section. All five cars are trial installations.

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